

THIRTY THREE ARE MISSING FROM THE WRECKED MEMPHIS

No Details as to the Cause of the Swamping of Armored Cruiser Are Available at the Naval Department.

(By Review Leased Wire.)
WASHINGTON, Aug. 30.—Reports to the Navy Department tonight said thirty-three enlisted men were missing, most of them probably drowned, two were known to be dead, two officers and six men seriously injured and sixty-seven others hurt as a result of the wrecking of the armored cruiser Memphis by a hurricane yesterday in San Domingo City harbor. Most of the missing were in a small boat overturned by wind and waves while returning to the Memphis. It is believed by the Navy Department that perhaps a dozen of those as yet are alive on shore.

"Sea smooth. Memphis solidly ashore, eight feet out of water. Working party on board securing records and landing stores. Crew quartered in town. Hospital facilities ample. From first indication of trouble until ship struck, less than one hour."

No word has been received tonight of the navy tug Potomac which left San Domingo shortly before the storm, but it was believed she is safe. The scout cruiser Salem was ordered to San Domingo today to replace the wrecked vessel which was Admiral Pond's flagship. The transport Dixie, which has been ordered to proceed to the scene to pick up the Memphis' crew, will arrive at Key West tomorrow to land Luis Cabreria, president of the Mexican commission, and special agent Rodgers, who are coming from Mexico City, before heading for San Domingo.

Early reports from Admiral Pond were taken by navy officials to indicate that the storm was of such force that it created a series of tidal waves which drove the Memphis ashore across a long stretch of shallow water to her present resting place at the foot of the rocky bluff upon which San Domingo City stands. Wrecking companies will be asked to study the vessel's plight and determine whether she may be saved.

EASY TO BE HAPPY THOUGH HOT—WILEY



Dr. Harvey Wiley.

Dr. Harvey Wiley, the Washington food expert, in recently discussing ways and means of enjoying hot weather, declared that Americans are the world's worst "minnies" about cold drinks and do not use them intelligently. They should be used sparingly, never deluging the fingers with every ice drink to be had, and always sipping, not quaffing the

NEW YORK MAKING EFFORT TO SECURE FOOD DURING STRIKE

Steamship Officials Making Preparations to Handle the Freight Into New York for Use During the Strike.

(By Review Leased Wire.)
NEW YORK, Aug. 30.—Representatives of New York City and its various industries were making feverish efforts tonight to prevent a complete paralysis of traffic in the event of the threatened nation-wide railroad strike. Millions of persons, it was estimated, may be thrown out of work almost immediately if the strike becomes a reality. With the tying up of the railroad steamer traffic out of New York and other American cities will be at a standstill.

Embargoes directed by the various railroads already are a serious effect on commerce, it was said. One of the most serious problems the steamship lines are facing is a possible shortage of bunker coal. Ships agents say that the reserve supply in New York and vicinity is not sufficient to carry the demand over any long period.

While there has been accumulated in many of the terminals here sufficient cargo to load ships now in port, vessels on the way here undoubtedly will face an immediate shortage of cargo. The loss to manufacturers, ship owners, charterers and laborers, it was said, would be tremendous. Thousands of manufacturing concerns throughout the country which have been supplying the warring nations abroad with food, clothing, munitions and other articles may be forced to suspend work. The loss to the farming communities in all parts of the United States might bring about unprecedented conditions.

There were continued announcements of freight embargoes by the railroads. Officials of the Mallory, Clyde and Morgan coastwise steamship lines agreed that while all ships would declare an embargo on freight destined for interior points in the event of a strike, there would be no interruption of the coastwise trade. Officials of passenger lines trafficking between this city and other coastal ports declared today they were prepared to meet demands for additional service by utilizing their reserve fleets.

NEAR MUTINY IN NEW JERSEY MILITIA

(Continued From Page 1)
transparency on a pole saying: "We want Estery for captain."

This sign was taken from them by Lieutenant Archibald Douglas, officer of the day. The men yelled and sang songs improvising verses concerning Lieutenant Gillispie to a hotter climate than Arizona, stating that they would hang him to a sour apple tree, etc., it is said.

Company B refused to elect First Sergeant August Urbansky of Company L, who had been appointed second lieutenant by Colonel Vickers, wanting Sergeant Major Harry H. Young.

Other companies demurred at first in electing men chosen by the colonel as officers, but finally acceded, it is said at the camp. It was understood today that Lieutenant Estery had proposed and would tender his resignation, because he was not promoted in regular order. Numerous charges that the appointing made by Colonel Vickers will be illegal and would not stand, were made by men in the camp today, but the colonel is said to have acted under advice of regular army officers and to say that the men of his appointment would serve whether the companies refuse to elect them or not.

EMBARGOES PLACED BY MANY RAILROADS

(Continued From Page 1)
defiance to the brotherhoods. There was some difference of opinion among the presidents at Washington as to what course they should pursue, but they had finally arranged all that matter and were unanimous in their stand.

He expressed the opinion that the public would be surprised at the number of men who would remain loyal to their employers. Legislation proposed by President Wilson, he said, "seems the only obviously reasonable but obviously necessary."

Associated Press dispatches from all parts of the country today reflected the shock felt by every line of industry at the prospect of the strike. Interurban lines plan the handling of freight traffic but their facilities, it was realized, would go but slightly toward relieving congestion.

Motor trucks were hopefully referred to in stories from many cities, but here too, was the knowledge that this service is not capable of any great expansion. The Standard Oil Company, it was learned, has concentrated unusually large quantities of gasoline at its depots. The most severe embargo of the day was ordered by the Pennsylvania Railroad and caused a break of 4 1/2 in the price of wheat on the board of trade. The embargo affects explosives beginning tomorrow; perishable freight beginning Friday and all other freight beginning Saturday. This includes wheat, which recently has been purchased in enormous quantities for export to Europe.

The text of President Ripley's statement follows in part:

"For a time after President Wilson presented his plan to the railway executives," said Mr. Ripley, "there were some differences of opinion among us as to what course the railroads should adopt. When, however, we got down to a thorough consideration of the gigantic problem those differences of opinion began to disappear and after we had studied and discussed the subject in all its phases we reached, unanimously, the conclusion that there was only one course we could take in justice to the stockholders, and to the public, and that was to refuse to yield their demand for arbitration, even though it appeared certain unless the national government forcibly intervened, the result would be a nation-wide strike."

"If a strike comes, as now seems most probable, it would be due to the display on the part of the railroad brotherhoods of an unreasonable, an arrogant and a disregard of the rights and interests of railways, of the American public that is absolutely without precedent. It is necessary to bear this fact in mind in order to clearly understand the final decision of the heads of the railways to refuse to abandon the principle of arbitration."

"The leaders of the brotherhoods are playing a desperate game and seem willing to go to any length in order to win it. They have called a strike for next Monday and the managements of the railways will proceed on the assumption that it will come at that time and will prepare to act accordingly."

"The way in which the strike order was issued illustrates the arrogant, reckless and ruthless way in which the leaders of the brotherhoods have proceeded throughout."

SOUTHERN ROADS ISSUE EMBARGOES
ATLANTA, Ga., Aug. 30.—Movements of perishable freight will stop at midnight on virtually all railroads in the south in anticipation of the general strike called for Monday.

Most of the southern roads issued embargoes today directing that no perishable shipments be accepted for destinations that would not be reached before Sunday. In some cases the ban was extended to include explosives and some roads made the em-

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bargo immediately effective. The lines which had not issued embargo orders tonight were preparing to do so tomorrow. Road officials, generally, said, however, a strike would not seriously cripple traffic over the south. One or two companies announced that unusual inducements would be held out to employees remaining loyal.

At Norfolk and Western headquarters it was declared fully 40 percent of the system's men would stay at their posts. The Nashville, Chattanooga and St. Louis issued a notice today that employees who strike will lose their passes and their eligibility as pensioners of the road, while those remaining loyal will be placed at the head of the service roster.

There was a report that on one division of the Southern Railway 500 men already had been employed and were in training to take the places of strikers.

The first request for extra protection in case of a strike was filed by local road officials tonight with the sheriff at Montgomery, Alabama, where six roads converge. Fifty special deputies were asked for. The sheriff refused the request for the present.

Although the greatest of a tie-up throughout the south would be felt by fruit shippers, many cities were canvassing the possibilities of food shortage.

CONGRESS IS PAYING WAY FOR SETTLEMENT

(Continued From Page 1)
of labor unions. He suggested that a modified or partial restriction of the right to strike in a combined way might make for industrial peace.

In the course of the debate Senator Simmons brought the emergency legislation to the forefront in a speech urging immediate action to prohibit the strike, pending an investigation of the differences. He asked Senator Hughes if such action would not forestall the strike.

"If you ask my opinion," said Senator Hughes, "I do not think congress has any authority to pass such a law. We might just as well pass a law to compel men to work. The senator is assuming a great deal if he thinks such a law will stop a strike."

Senator Simmons retorted vehemently, declaring that congress should go a step further and "confine upon the courts drastic powers to prevent men who have gone on strike after such a proposed investigation and direction from conspiring or acting in concert to prevent; other men from taking their places."

Senator Hoke Smith of Georgia declared that railroad workmen always had been his friends but that "for the first time in my life they will lose my sympathies if they carry on this strike; the men should postpone the strike not for Monday; if they do not, I don't believe two weeks will pass before they are forced to do it."

Senator Thomas said if the government failed to protect the public in such a crisis it had no right to call itself a government. Senator Hardwick asserted that congress should strengthen government control of railroads or concede government ownership at once, and that it should forthwith empower the interstate commerce commission to fix wages, hours of service and working conditions. This, Senator Borah argued, would constitute a step close to government ownership and would force railroad employees into politics to look out for their own welfare.

Senator Reed advocated federal receiverships for railroads having government contracts when they failed to finish such contracts.

It was practically determined unless some decisive action is taken in the Senate within 48 hours the House

would undertake initiative action. Late in the day Majority Leader Kitchin and Representative Adamson conferred. They studied the tentative proposals before the Senate interstate commerce committee, and agreed between themselves that the only measures that could be put through the House at this time would be the eight hour day providing for a wage commission. They propose to make the law effective November 1. Unless the Senate has acted by Friday afternoon their plan is to bring the measure into the House and have it passed under a special rule.

Republicans in the House were non-committal on the program. Minority Leader Mann said the matter was of vital importance and that he was patiently awaiting developments. Some representatives who are specially active in labor questions, organized today and tendered their services to the brotherhood representatives in an effort to avert a strike. The group conferred with the chiefs of the brotherhoods and with the executive representatives of those organizations whom they found non-committal.

The railway presidents and the managers conference committee were in separate session practically all day.

WASHINGTON, Aug. 30.—Railroad brotherhood heads were pleased to night after a careful study of the proposed bill to fix an eight hour work day for trainmen in interstate commerce at present wages, and for an investigation of results by the commission. Mr. William Lee, head of the trainmen's brotherhood, issued the following statement:

"Enactment into law of the President's eight hour day bill as now drawn guaranteeing the present ten hour day wage, will be regarded as a satisfactory settlement of our differences with the railroads and there would be no strike."

"In order to prevent a strike, however, this bill must become a law before Saturday night. It will require twenty-four hours for us to cancel our strike order, sent out last Sunday, which will automatically go into effect next Monday unless stopped by a code message from us four brotherhood heads."

"The bill as now drawn contains exactly the same proposal the President made to us a week ago and which we accepted. We are ready to arbitrate collateral differences. Let that be made clear to the public."

"Whether there will be a strike is now squarely up to Congress. If this bill is talked to death, or prevented from passing both Houses before Saturday midday, responsibility for the strike order going into effect will rest not with us, but with Congress. It has plenty of time left in which to pass this bill."

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